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The China Mail.

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL.
(PUBLISHED EVERY
WEEK DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12.
per annum.

No. 17,065.

號五廿月正年八十壹百九千壹英

HONGKONG, FRIDAY, JANUARY 25, 1918

巳丁亥年七國民華中

PRICE, \$3.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.

SOLE AGENTS.
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 614.

NOTICE.

ANY EUROPEAN NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

NORTH BRITISH & MERCANTILE
INSURANCE CO.
WHICH ARE THE ONLY INSURERS OF
THE OCEAN MARINE INSURANCE
Company, Ltd.
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914.
£23,970,367.
I—Authorized Capital £4,000,000
Subscribed Capital £4,000,000
Paid-up Capital £2,437,500
II—Fire Funds..... £3,877,047
III—Life & Annuity Funds..... £17,567,580
Sinking Fund Account..... £125,330
£23,970,367
Revenue Fire Branch..... £2,581,456
Life and Annuity..... £1,141,583
Revenue Marine Department..... £37,239
Other Receipts..... £78,940
£5,339,238

The Accumulative Funds of the various
Branches are separately invested, and by
Act of Parliament are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAY
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
WEEK END
8.30 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SUNDAY
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 9.00 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement of the
Company Office, Alexandra Building,
7th Floor, Road Central.
Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compost order
on the Hongkong & Shanghai Bank.
JOHN D. HUMPHREYS & SON,
General Managers.

BUSINESS NOTICES.

W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

HONGKONG, CANTON & MACAO
STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and
9 p.m. (Sundays 1 p.m.).
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).

Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Tates, Cook & Son, Booking Agents, Hongkong.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



TRIMMINGS 483
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883

PURE Manila ROPE

STRAND 1/2" to 15"
CABLE LAD 5" to 15"
4-STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1918.

WATSON'S

OLD

BROWN BRANDY

25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.

WINE AND SPIRIT MERCHANTS.

Telephone No. 614.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 300 tons weight.

Work Office, 40, Queen's Road Central, Hongkong. Telephone No. 25.
Shipping Office, 20, Upper Street, Kowloon, Hongkong. Telephone No. 2.
Residence furnished on application.

Hongkong, April 1, 1918.

WONG PING WA, Manager.

BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:—
—Telegrams:—
—TAIKOO—
—Butterfield & Swire—
—Telephone:—
—271—

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 75 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Just received a Shipment of
GIMBALL'S AMERICAN
CHOCOLATE.

Prices Moderate.

VICTORIA DISPENSARY.

THE HONGKONG HOTEL
AND
GRILL ROOM

J. H. TAGGART
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.
Terms:—From 25 pence per day. Max. Telephone add: "Peascul"
P. O. FEUSTEL,
Manager.

TO THOSE GOING AWAY

Keep in touch with local happenings
by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE
IT WHILE AWAY.

Price \$15 PER ANNUM, INCLUDING POSTAGE.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

SIR DOUGLAS HAIG.

"CRUEL CHARGES MADE OR
IMPLIED."

London, Jan. 24.
In the House of Commons, reply-
ing to Mr. David Davies, Mr.
Macpherson, Parliamentary Secre-
tary to the War Office, said cruel
charges had been made or implied
upon Field-Marshal Sir Douglas
Haig, who was probably the most
distinguished General of the present
time and head of one of the greatest
armies of the world. The Govern-
ment was unhesitatingly satisfied
with the Field-Marshal since he
became Commander-in-Chief, and he
had never lost the confidence of the
Army Council or the War Office
authorities.

Mr. Macpherson admitted the
breakdown at Cambrai. He pointed
out that the General Staff knew on
November 28th that the attack was
going to be made on the 30th. The
breakdown was not the fault of the
General Staff. The disposition of the
troops was as good as could possibly
be made, and the War Cabinet came
to the conclusion that nobody in the
higher command should be sacrificed
for a reverse which could not be
avoided.

Mr. Macpherson confirmed that
Lieut.-General Sir Henry Lawrence
would be Chief of the General Staff
in France, Colonel O. J. Cox would
be Brigadier of the Intelligence
Department, and Lieut.-General
Travers Clark would be Quarter-
Master-General. He said these
changes were not in consequence of
the Cambrai Report.

The Times says there is not the
slightest foundation for the sugges-
tion published in various newspapers
that Colonel Repington (who has for
many years been the Military Cor-
respondent of the Times) resigned
because of "intrigue" by the Times
against Field-Marshal Sir Douglas
Haig and General Sir William
Robertson.

THE GRAVEL QUESTION IN HOLLAND.

FURTHER CORRESPONDENCE.

London, Jan. 24.
A Bluebook has been issued con-
taining further correspondence be-
tween Great Britain and Holland on
the gravel question.
The report of eminent geologists
establishes that much material for
the German concrete works at Ypres
came from Germany.

The Dutch Government replying
states that it proposes to reinvesti-
gate the question.
Mr. Balfour emphasises that the
Dutch Government's action in per-
mitting the transit of sand and gravel
directly assists to maintain the mili-
tary occupation of Belgium and it
points out that the Netherlands
Government themselves are parties to
the treaty stipulating for the perpe-
tual neutrality of Belgium. He
warns the Dutch Government that
it risks incurring heavy claims unless
it takes steps to satisfy itself that
the sand and gravel allowed to pass
is not employed for purposes incon-
sistent with its duties as a Neutral,
and hopes that the new investigation
by the Dutch will be more exhaus-
tive than its predecessor.

RUSSIA AND GERMANY

RUSSIAN COMMUNIQUE "WIRE-
LESS WORLD-WIDE."

London, Jan. 24.
A Russian Government commu-
nique has been sent out by wireless
to the wide world. It declares that
the Germans and Austrians are the
only peoples in the world who are
unaware of the Brest-Litovsk exposure
of the annexationist aims of the
Austro-German Governments which
do not dare to acquaint their peoples
with them.

It adds that General Hoffman has
sent an ultimatum to the Russian
Government that will recall from
Petrograd the commission created to
ameliorate the conditions of prison-
ers unless the Russian Government
satisfies the intention of treating
German officer prisoners in the same
way as private are treated.

SUBMARINE PIRACY.

BRITISH SHIPPING RETURNS.

London, Jan. 24.
The Admiralty announces that the
shipping returns for the week ending
January 19 show—

Arrivals	2,225
Departures	2,242
Vessels sunk (over 1,600 tons)	8
Vessels sunk (under 1,600 tons)	2
Vessels unsuccessfully attacked	6

FRENCH SHIPPING RETURNS.

Paris, Jan. 24.
The shipping returns for the week
ending January 19 show—

Arrivals	806
Departures	784
Vessels sunk (over 1,600 tons)	2
Vessels sunk (under 1,600 tons)	1
Vessels unsuccessfully attacked	4

ITALIAN SHIPPING RETURNS.

Rome, Jan. 24.
The shipping returns for the week
ending January 19 show—

Arrivals	428
Departures	826
Vessels sunk (under 100 tons)	1
Vessels unsuccessfully attacked	1

(Continued on Page 5.)

INTIMATIONS

HONGKONG JOCKEY CLUB.

MEMBERS and the PUBLIC are hereby notified that Mr. H. C. SANDFORD for many years Hon. Treasurer of the Hongkong Jockey Club having expressed his wish to be relieved from that office his resignation has been accepted.

Messrs. LINSTED & DAVIS have been appointed Secretaries and Treasurers to the Club as from the 10th January instant.

Members who have not yet paid their subscriptions for the current season are requested to make payment to Messrs. Linsted & Davis who are hereby authorised to collect all monies due to the Club and will in future disburse funds in settlement of accounts owing.

Messrs. Linsted & Davis will issue to Members and Members' Ladies, Tickets of admission to the grand stand and enclosure and will be in charge of the sale of Admission Tickets to the general public which may be obtained as heretofore from Messrs. Kelly & Walsh, Limited, or at the gate on Race Day.

By Order,
T. F. HOUJIE,
Clerk of the Course.

HONGKONG JOCKEY CLUB.
Hongkong, Jan. 21, 1918.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY 29th January, 1918 (both days inclusive), during which period no Transfer of shares can be Registered.

By Order of the Board of Directors,
A. SEELTON HOOPER,
Secretary to the

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

General Agents for the

WEST POINT BUILDING COMPANY, LIMITED.

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY 29th January, 1918 (both days inclusive), during which period no Transfer of shares can be Registered.

By Order of the Board of Directors,
A. SEELTON HOOPER,
Secretary to the

HONGKONG CENTRAL ESTATE LIMITED.

General Managers.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY 29th January, 1918 (both days inclusive), during which period no Transfer of shares can be Registered.

By Order of the Board of Directors,
A. SEELTON HOOPER,
Secretary to the

HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

General Managers.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 12.15 P.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY 29th January, 1918 (both days inclusive), during which period no Transfer of shares can be Registered.

By Order of the Board of Directors,
A. SEELTON HOOPER,
Secretary to the

HONGKONG LAND RECLAMATION COMPANY, LIMITED.

General Managers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE DIRECTORS of the above Company have declared AN INTERIM DIVIDEND of 3% (equal to 3/- per share) on the Preferred Ordinary Shares and 6% (equal to 6/- per share) on the Deferred Ordinary Shares calculated at the rate of 1/12 per dollar.

DIVIDENDS are free of Income Tax for those Shares on the Colonial Register and will be payable on FRIDAY, 15th February, 1918, at the Company's Office.

TRANSFER BOOKS of the Company will be CLOSED on THURSDAY, 7th February, 1918, at 12.00 noon.

By Order of the Board of Directors,
JARDINE, MATHESON & Co., Ltd.,
General Managers.

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY 29th January, 1918 (both days inclusive), during which period no Transfer of shares can be Registered.

By Order of the Board of Directors,
A. SEELTON HOOPER,
Secretary to the

HONGKONG CENTRAL ESTATE LIMITED.

General Managers.

INTIMATIONS

THEATRE ROYAL.

HONGKONG.

TWO GRAND CONCERTS

SATURDAY, 2nd

and

THURSDAY, 7th Feb.,

at 9.15 p.m.

A. MIROVITCH

(PIANO)

M. PIASTRO

(VIOLIN.)

BOOKING AT

MOUTRIE'S.

PRICES:

\$3.00, \$2.00 & \$1.00.

HELENA MAY INSTITUTE.

CONCERT

Under the Patronage of

His Excellency The Governor,

WEDNESDAY, 30th January,

at 9.15 p.m.

TICKETS \$2 EACH

may be obtained at the Institute.

Proportion of Proceeds in Aid of

WAR CHARITIES.

BILLIARD CHAMPIONSHIP OF THE COLONY.

Held under the Auspices of the V.R.C.
Preliminary game, 250 up.
Semi Finals, 500 up.
Final, 1,000 up.

Winner of the Competition to meet
Sgt. W. Pitt, holder of the title, in a
game of 1,000 up.

All games to be played at the V.R.C.
Entrance Fee \$2.00.

Three Prizes for the Winner of
Competition, the Runner Up and the
Highest Break.

Entries close 31st January, 1918.

R. C. WITCHELL,
Hon. Sec., V.R.C.

G. R. SANITARY BOARD OFFICE, HONGKONG.

TO THE

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 3 of the

DOMESTIC CLEANLINESS and

VENTILATION BY-LAWS (as amended),

every Domestic Building or part of

such Building within the CENTRAL

Division of the City of Victoria, and

the WESTERN Division of Kowloon,

occupied by members of more than

one family, except those within the

European Reservation or in Kowloon

South of Austin Road, or those parts of

a Domestic Building used as a Shop, Office

or Godown, must be CLEANSED and

DISINFECTED THROUGHOUT by the

Officers during the months of December

and January.

N.B.—The word "throughout" used in

this Notice means that the Houses should be

disinfected in respect of all the Walls of

each Room, all Cables, Partitions, Stairs

and all other parts of the Building, and

the "Underlies" of Roofs in Main

Buildings, Offices and Servants' Quarters

and inclusive of Verandahs.

The Backyard must have its Containing

Walls disinfected up to the level of the

First Floor.

Covered, Paved or Polished Woodwork

in good condition. However, need not be

disinfected, but must be cleaned.

The CENTRAL Division of the City

lies between Gilman Street and Peel

Street on the East, and Tank Lane and

"The Criterion of Quality"

N: 77

Virginia Cigarette

THIS ADVERTISEMENT IS ISSUED BY THE
BRITISH-AMERICAN TOBACCO CO., LTD.

THE CRISIS IN THE V.A.D.

A CASE FOR INQUIRY.

[BY A CORRESPONDENT OF THE
"DAILY CHRONICLE"]

V.A.D.'s will be dismayed to hear of the resignation of Mrs. Charles W. Furse, late commandant-in-chief of that body, for it was under her direct inspiration that many of its members were enrolled, and in confidence in her personal guarantee of good will that many parents consented to let their daughters enrol.

Mrs. Furse is resigning because, in her opinion, the title commandant-in-chief of the V.A.D. implies a power to ensure the welfare of its members, which she has been persistently prevented from exercising, and which is not secured by any other person or body.

The Voluntary Aid Detachment, as everyone knows, is a corps of women enrolled to undertake work in hospitals and other places for wounded soldiers. Some work in the wards, others are in the kitchen or laundry. Of those in the wards some have undergone the course of instruction provided by the St. John's Ambulance Association. Some are whole-time workers, some come daily (many of these having their own house work to do when they get home), some give less time. But one and all have taken on the work out of sheer good will and patriotism, and except in the military hospitals where they get £20 to £30 a year, they are mainly unpaid.

In hospitals where the professional nursing staff are kind and the work is well organised, the V.A.D. are very happy. They enjoy the sensation of public usefulness and a corporate life, and find in it adequate reward for hard drudging work and long hours. But if for any reason a V.A.D. is not happy, being unsuitably lodged, badly fed, or falls ill, she has at present no woman to whom she can appeal, if her patron or the local organisation are unfriendly or incompetent. There is one exception. Hospitals directly under the War Office are inspected by the Matron-in-Chief, who secures a standard of conditions, and, while no protection against petty unkindness, is a safeguard against serious injury.

DIRECTION OF HOSPITALS.

It will probably come as a surprise to many people to learn that all hospitals for soldiers are not directly under the War Office. As a matter of fact only a percentage are military hospitals. Others are Red Cross Hospitals, administered

by the Joint Committee of the Red Cross and St. John of Jerusalem, or Auxiliary Hospitals administered by private people or a charitable committee. The War Office inspects these hospitals in order to secure the welfare of the patients, but it is not concerned with the conditions for the staff. In some of these hospitals the staff are very well off indeed, but in some the arrangements are very unsatisfactory. Some are absurdly over-staffed, others have dangerously insufficient personnel. In many the billets are injudiciously chosen, and no obligation is laid on those who organise them to provide for the girls' leisure hours.

In theory, all these matters are supposed to be the care of the county council. A few county councils have associated women with them in their work, and under them this part of the machinery works well. But often the county director is an elderly man, a rare social figurehead, almost glaringly inexperienced in the conditions of women's work, a quite unsuitable person for a young girl to appeal to about matters of lodging or sanitation or personal treatment. He is equally unsuited to the job of deciding questions of discipline. Should a matron appeal to him in cases where a ruling or dress or manners may be wanted. That these defects in organisation bear tangible fruit can be seen by what has occurred. Girls have been put to live in utterly unsuitable places, in one case in a room in the attic quarters among the servants. They have been kept at night duty for long periods (a case of a girl who had been "on night" for a year has occurred). They have been kept on at work when ill, and then sent home without a penny paid for treatment or in compensation. And outside the more sensational incidents there have been a steady stream of overwork, of uneven cooking, insufficient crockery, and leave granted and withheld without any routine or system.

WELFARE OF THE GIRLS.

It is the contention of Mrs. Furse and the resigning members of the V.A.D. organisation that the people responsible for recruiting girls cannot help pledging their personal guarantee for their welfare, and should be allowed to secure it. Yet they have not even the right of entering a hospital where a V.A.D. is at work either to investigate a complaint made by V.A.D. professional staff, or to "look a girl up," who, it must be re-

membered, may be far from home and without a friend in the district. All these matters, together with questions of status, maintenance allowances and travelling concessions, have been investigated by a committee which reported and made suggestions. In addition to this, the War Office, only in 1916, asked the Central Joint V.A.D. Committee to frame some kind of instructions for the guidance of hospitals and V.A.D. officers throughout the country. No scheme has been forthcoming and nothing has been done. A sub-committee has lately been formed by the Central Joint V.A.D. Committee to investigate complaints, but by the time matters have reached the stage of formal complaint they have reached a condition of crisis. In everyone's interest the trouble should be detected and dealt with earlier, or, better still, conditions should be of a kind to prevent trouble arising.

Now the goodwill of the public towards V.A.D.'s is certain. Every family is proud to possess one among its members, and everyone who has a friend in hospital is grateful to them, for they know that without them adequate hospital accommodation would have been impossible. The public is equally concerned that a uniform they have learned to respect should not be a shelter for social pretensions. Yet is the ordinary citizen in a position to secure either of these things? The V.A.D.'s are under the Central Joint V.A.D. Committee of the Society of St. John of Jerusalem, the Red Cross and the Territorial Forces Association. This committee is self-appointed body, nominally under the War Office, but apparently under no public control. No Minister has answered for them in Parliament, and criticism uttered elsewhere is equally powerless. Whilst admitting the great services performed by this body, it is impossible for some grave administrative defects in its organisation to continue unimproved without serious consequences. Enough has occurred already to show there is a case for inquiry and a need for reform.

The Man Who Gets There.

It is the man who has blood, brain, and body, and plenty of it in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

It makes blood, builds up life, gives brain nourishment, strengthens replenishing blood.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.25

IF YOU FEEL A COLD APPROACHING

a hot bath at bed-time, and a dose of Pinkettes, the little, gentle, sensitive laxative, form the best preventative.

PINKETTES

dispel Constipation, Biliousness, torpid liver, sick headaches, and clear the complexion. Of Chemists, 6/- each the price, from Dr. Williams' Medicine Co., 25 South Street, Singapore.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S

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NO. 1 DOCK, KOWLOON	200	12	12	12	12
NO. 2 DOCK, KOWLOON	200	12	12	12	12
NO. 3 DOCK, KOWLOON	200	12	12	12	12
NO. 4 DOCK, KOWLOON	200	12	12	12	12
NO. 5 DOCK, KOWLOON	200	12	12	12	12
NO. 6 DOCK, KOWLOON	200	12	12	12	12
NO. 7 DOCK, KOWLOON	200	12	12	12	12
NO. 8 DOCK, KOWLOON	200	12	12	12	12
NO. 9 DOCK, KOWLOON	200	12	12	12	12
NO. 10 DOCK, KOWLOON	200	12	12	12	12
NO. 11 DOCK, KOWLOON	200	12	12	12	12
NO. 12 DOCK, KOWLOON	200	12	12	12	12
NO. 13 DOCK, KOWLOON	200	12	12	12	12
NO. 14 DOCK, KOWLOON	200	12	12	12	12
NO. 15 DOCK, KOWLOON	200	12	12	12	12
NO. 16 DOCK, KOWLOON	200	12	12	12	12
NO. 17 DOCK, KOWLOON	200	12	12	12	12
NO. 18 DOCK, KOWLOON	200	12	12	12	12
NO. 19 DOCK, KOWLOON	200	12	12	12	12
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B.S. "HONGKONG."

THE UNDERSIGNED beg to notify the proposed sale by private tender of the Hull of the above-named Steamer as she now lies stranded on the East Point of NAUHAU ISLAND, about twenty-five miles from Kwan Chai Wan.

GENERAL CONDITIONS OF TENDER.

- The vessel is offered for sale as she now lies with her Engines, Boilers, Anchors and Chains and such other equipment as may be on board. (Not to be considered in the tender.)
- The vessel is now guarded by the French authorities.
- All tenders should reach the Office of the Undersigned on or before Noon, SATURDAY, the 9th February, 1918.
- A Deposit must accompany each tender, the amount of which may be returned at this Office, said Deposit will be returned in case of non-acceptance of tender.
- The Vendors do not bind themselves to accept the highest or any tender. Further particulars regarding the conditions of sale, and a list of fittings and fixtures to be sold with the ship, can be obtained on application from the Undersigned.

See and on account of the Concerned.
HUGHES & HOUGH,
Hongkong, Jan. 9, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,
the 29th January, 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A CONSIGNMENT OF
HOUSEHOLD LINENS, &c.,
Comprising—
Single and Double Plain and Hemstitched Sheets, Pillow Cases, Bed Quilts, Table Cloths, Pure Linen Damask Serviettes, Bath Sheets, Bath Towels, Turkish Towels, &c., &c.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 23, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,
the 29th January, 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, TWIN BEDSTEADS, CURTAINS, CARPETS, PICTURES, &c., AND A LARGE ASSORTMENT OF USEFUL HOUSEHOLD GOODS,
As follows—
Upholstered Suites, Arm-chairs and Chesterfield Sofas, Card Tables, &c., Bedroom Furniture comprising Double and Single Beds and Brass-mounted Bedsteads, and Twin Bedsteads, Sideboards, Dining Waggon, Extension Dining Table, and Chairs, Tea and Occasional Tables, &c., Dinner Services, Cookery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, &c., Bath Room Utensils, Hot-top Desks and Writing Tables, Sundry Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screen, Blackwood Furniture, including Large 4-Fold Blackwood Screen with 6-Coloured Panels, Side Tables, &c., Engravings, Pictures, &c., Tennis Poles and Net, Iron Bed, &c.

Also
Carpets, Brass Fenders, a few lots Fine Brasses, &c.

Two ELANOS.
(Call Particulars from Catalogue)
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 23, 1918.

AUCTIONS.

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. CATT, Supr. of Police to sell by Public Auction, on

SATURDAY,
the 26th January, 1918, at 11 a.m., At The Central Police Station, CONDEMNED and CONFISCATED GOODS.

Terms—as usual.
HUGHES & HOUGH,
Auctioneers to the Government,
Hongkong, Jan. 23, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. DOO CHANG KEE, to sell by Public Auction, on

FRIDAY and SATURDAY,
the 1st and 2nd February, 1918, commencing at 2.30 p.m. each day, at his premises "The Old Post Office Building" Queen's Road Central,
A LARGE ASSORTMENT OF
CHINESE PORCELAINS, KAKEMONOS, CURIOS, &c., &c.,
Comprising—
A large variety of 5-coloured and 3-coloured Vases and Plates, Blue and White Vases and Figures, &c., Old Bronzes, including Incense Burners of the Sung and Ming Dynasties, Pakinese Cloisonne, Amber and Jadestone Ornaments, Beads, Carved Bamboo Ware, Kakemonos and Wall Hangings, Jade-stone Charms, Ivory Carvings, etc., and a large number of Old Snuff Bottles.

Also
Fine Jadestone Inlaid Screens, Plaques, etc.

The greater portion of the above stock has recently arrived from the North and includes pieces from the Ming, Kanghi, Yungching, Kienlung and Chowkung Periods.
(Full Particulars from Catalogue).
On view from Thursday, 31st inst., at 2 p.m.
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Auctioneers.
Hongkong, Jan. 24, 1918.

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FOR SALE.
TUSCULUM, Barker Road, 135, Peak.
Apply—
DUNCAN CLARK,
LARK, CHAWFORD & CO.
Hongkong, Jan. 2, 1918.

FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
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Built 1916, had very little usage, Hull Length, water-line 27' 9"; over all 33' Beam " " " " 10' 6" Draft " " " " 5' 6" Motor "Scripps", Heavy duty 14 H.P. Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories. Price and full particulars may be had from the Undersigned.
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Hongkong, Jan. 9, 1918.

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COMFORTABLY FURNISHED ROOM with good Board at Marcianus Bay, Wei-hai-wei. For terms apply
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FURNISHED HOUSE at Mount Davis, Pokfulam Road, for February, March and April. Rent moderate. Apply—
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Hongkong, Jan. 14, 1918.

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Hongkong, August 2, 1917.

TO LET.

A FLAT in Nathan Road, Kowloon, Four rooms, bath, and kitchen.
Apply to—
AUMERREYS ESTATE & FINANCE CO., LTD.
Aldersgate Buildings, Hongkong, August 24, 1917.

LOSS OF THE LAERTES.

WARRIMOO'S CAPTAIN SEVERELY REPRIMANDED.

COURT OF INQUIRY'S FINDINGS.

The decision of the Court of Inquiry held with regard to the collision between the British steamship Warrimoo and Laertes on December 15th was delivered in the Marine Court at Singapore on January 15th. The court was formed of Mr. Ralph Scott, district judge, as president, Lieut.-Commander B. A. Cator, R.N. (Master Altkomant), Capt. E. H. Gibson and Capt. E. A. Shepherd (pilot). The Deputy Public Prosecutor (Mr. A. V. Brown), conducted the inquiry. Mr. Clements Everitt was for the owners of the Warrimoo and the Hon. Mr. F. M. Elliot for the captain, Mr. M. J. Upcott was for the owners of the Laertes and the Hon. Mr. C. I. Carter for the captain, and Mr. C. E. Smith-Marrisset was for the Shanghai Fire and Marine Insurance Co.

The collision occurred about 2 a.m. on December 15th near the Brothers Lights in the Straits of Malacca, and as a result the Laertes was sunk. The findings of the court on the questions put were as follows—

- (1) The Warrimoo was properly found and equipped and in a seaworthy condition on leaving Saigon on December 12th.
- (2) The Laertes was properly found and equipped and in a seaworthy condition on leaving Penang on December 10th.
- (3) A proper look-out was kept on board both the Warrimoo and the Laertes, but that on board the Warrimoo does not appear to have been as good as it ought to have been.
- (4) Proper navigation lights were exhibited by both vessels, but it is possible that the Warrimoo's red light may have been partly obscured by the life rafts lashed outboard, or anything which may have been placed on them, for example, coiled ropes, etc.
- (5) The Laertes sighted the Warrimoo 20 or 25 minutes before the collision, and the Warrimoo sighted the Laertes about 15 minutes before the collision.
- (6) Proper steps were not taken on board the Warrimoo by the officer in charge of the watch to ensure safe navigation. The officer in charge of the Laertes acted properly in altering course to port, but should not have given the whistle signals at the time he did.
- (7) (i) The vessels were not meeting end on, or nearly end on, within the meaning of article 18 of the Collision Regulations.
(ii) The vessels were not crossing vessels within the meaning of article 19; they were passing vessels on opposite courses.
- (8) The collision occurred at 2 a.m., as fixed by the engine-room clock of the Warrimoo.
- (9) It is unknown how long after the collision the Laertes foundered.
- (10) One dead passenger was killed on board the Warrimoo as a result of the collision, but no blame attaches to anyone for this.
- (11) The master of the Warrimoo rendered assistance to the Laertes as required by section 422 of the Merchant Shipping Act 1894.
- (12) (i) The stems and bows of the Warrimoo were badly damaged.
(ii) The Laertes was a total loss.
- (13) The collision was caused by the wrongful act of the master of the Warrimoo in porting his helm.

14.—The court severely reprimands the master of the Warrimoo, but has not dealt with his certificate.

There was no necessity to consider the question with reference to the master of the Laertes.

15.—The assessors' fees are to be paid by the Government. The question of any other costs is reserved for argument if any of the parties desire to raise it.

The President proceeded to read an opinion to these findings, reviewing the evidence in detail and giving the opinions of the court on various matters raised therein and guiding them in their findings. It was stated that a few minutes before the collision the ships were green to green, and on continuing courses would have gone clear, but one of them suddenly showed the other her red and green lights. The master of the Laertes, Capt. Jenkins, was at liberty to alter his course to port three degrees and should have signalled the change with two blasts at the time he did so, but in signalling after he had steered on his new course, without further change of course, he was giving misleading information to the other ship; neither of those signals, however, appeared to have been heard, and even if heard were not contributory factors to the accident. The master of the Warrimoo should not have ported his helm. It was suggested that Capt. Benfield might have gone off the bridge temporarily. Without going as far as that, the court considered that he might not have been on the alert as officer of the watch if his first intimation of the near proximity of another ship was the report from the look-out. He had, however, only one officer, and had been on duty practically since 6.15 the previous evening; he had finished that portion of his run necessitating careful navigation, up to the Brothers, and after passing them had a clear run before him. Under those circumstances he might have relaxed his attention. That could account for the presence of the look-out man on the bridge and the statement that he was passing backwards. It was therefore possible that, being called hastily and seeing a ship's lights close on him, he gave the order to port before he realised what the position really was.

CERTIFICATE NOT SUSPENDED.

Under ordinary circumstances the certificate of the master of the Warrimoo would have been dealt with without the least hesitation. The three assessors, however, were unanimously of the opinion that his certificate should not be suspended. They considered that under the present conditions that action was not advisable. They were also of the opinion that though the ship had on board the minimum number of certificated officers required by law, in view of the long voyage which the Warrimoo was making and so on, two certificated officers were inadequate, and too much extra work and responsibility were thrown on the master and the chief officer. They pointed out also that though the legal minimum of officers was on board, the actual practice until recently had been for ships taking even shorter voyages to carry a greater complement of officers.

Mr. Everitt, on this point, said that the ship had been carrying two more officers, but one broke a leg and one left the ship in Saigon. Instructions were wired down here to get a man, and one was to have joined at Colombo, and was still waiting there. The circumstances at the time of the accident were therefore quite abnormal.

The President said that no reflection on the owners was intended in what he had said.

As to costs, Mr. Carter said that as the assessors' fees were to be paid by the Crown, there were no other costs in question. In this the other counsel agreed.

AMERICAN OFFICERS.

VISIT TO TRAINING CAMP IN FRANCE.

A special correspondent of the "Times" has paid a visit to an American training camp in France. He writes—
The training of young American officers which I witnessed in a special camp to-day seems a grimmer and more real thing in seriousness and intent than I imagine anything of the sort could be at either Plattsburg, Fort Sheridan or any similar camp in America. In this school of which I write several hundred embryo officers are working like Trojans doing everything and learning every thing that the enlisted man has to be able to do before he can be truly considered a soldier of modern warfare.

There are 37 French and British officers giving instruction. A number to whom I talked expressed enthusiasm at the mental and physical stuff of the future commanders; and it was easy to understand why, after seeing the men at work. For they are the pick of the home training camps, coming from every branch of professional life, university graduates, former Army enlisted men, patriotic sons of patriotic fathers. Intellect is written all over their faces. As sure as shooting they'll deliver the goods, as they would put it themselves. Company formation is preserved among them exactly as if they were enlisted men. Each company is split into classes of about 75 men each, and to facilitate identification in instruction, every man wears a broad hand ribbon around his service hat, these ribbons denoting the particular branch of warfare in which he is specializing—for there are special as well as general classes. Machine-gun to-be-specialists wear a yellow ribbon, hand grenade men a red, bayonet experts a white, liquid-fire men a blue, and so on, while the good, old-fashioned, tried, and true American riflemen have a band of green.

It is General Bullard's intention that this first lot of men shall act as instructors for those to follow. And a point I noted with genuine pleasure was the absolute cordiality of the relations between the British, French and American officers. They were truly as one family and truly working together as brothers and Allies in a great cause.

Before leaving for Headquarters I was driven some miles away to a special school where American aviation mechanics are receiving instruction from French experts. Courses in repairing all kinds of aeroplanes are in progress, including the practical rebuilding of a fighting or observation plane. The work at this school consists of textbook and lecture instruction in the afternoon, with practical work in the morning. This consists, in part, of the removal from a machine by a French expert of some important or unimportant part. The American has to find out what is missing and put the part back in position, or improve some other remedy. Every imaginary trouble that can come to an engine is deliberately created, and the student has to locate the trouble and master it. The French instructors are high in praise of the American aptness, as shown in this school, and several told me that as mechanics his Americans were *deputies*.

SINN FEIN LETTERS DISCLOSED.

GERMAN-MADE IRELAND—IF THE COURSE OF WAR ALLOWED.

Mr. Flynn, chief of the United States secret service, has published two Sinn Fein letters which recently came into the possession of the secret service. One is an official account of the Sinn Fein rising of 1916 and refers to an agreement which Germany, "if the course of the war allowed it," it says, "Germany would set up an independent Ireland."

The other letter deals with the establishment of regular communications with Sinn Feiners operating in New York, by means of a system of transatlantic messages. Many persons are mentioned in the documents by initials only, but a few are referred to by name.

Other letters of even greater importance are said to be in Mr. Flynn's hands.

The Zepplin is the only engine of war that is peculiarly and exclusively German by invention and construction, and it is a failure.—"Columbia State."

THEATRE ROYAL.

EDGAR WARWICK
Announces the
LAST TWO NIGHTS OF THE FAVOURITES

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ORIENTAL PRODUCE EXPORTERS, SILK MERCHANTS, COMMISSION AGENTS.

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At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

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No. 2, PRINCE STREET, HONGKONG.

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Hongkong, Nov. 7, 1917.

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SILIMPONON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.
Steamers calling at SEBATTIC or SANDAKAN exclusively for SILIMPONON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebbatic Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.
Charts of Sibiku Bay (Sebbatic Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
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LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this colony for many years. He has a good method of training Europeans to speak in the Chinese language, and is possessed of a first class certificate as a Chinese teacher. He has also a good knowledge of Mandarin and dialects. Those who intend to learn the Chinese language are requested to write to "China Mail" Office at Street No. 24, 1st, Wellington Street, 2nd floor.

WAI KEE.

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Telephone No. 491.
Hongkong, March 20, 1916.

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"MANILA MARU" Thursday, 31st Jan. at 3 p.m.
"CHICAGO MARU" Tuesday, 15th Feb. at 3 p.m.
"MEXICO MARU" Thursday, 28th Feb. at 3 p.m.

FORMOSAN LINE.—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

"AMAKUSA MARU" Monday, 25th Jan. at 10 a.m.
"SOBAY MARU" Thursday, 31st Jan. at 8 a.m.
"KAIYO MARU" Sunday, 3rd Feb. at 10 a.m.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf telephone 340, 76 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

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Prinses Juliana, 14,000 tons, 28th March, 10 p.m.To JAVA and SINGAPORE: Willis, 8,000 tons, 31st January, 10 a.m.
Rembrandt, 10,000 tons, 9th February, 10 a.m.
Goentoe, 10,000 tons, 23rd February, 10 a.m.
Rindani, 8,000 tons, 9th March, 10 a.m.

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Steamer about beginning of April.

Per Cargo Space apply to:—

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NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

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For freight and further particulars apply to:

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THE NANYO YUSEN KAISHA

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C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FROM SHANGHAI TO SINGAPORE: SHANGHAI, 25th Jan. at 3 p.m.
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SHIPPING P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due Marseilles	Due London
Colombo	26th	Colombo	1917	1917

When Passengers change Steamers at COLOMBO
Accommodation in the connecting Steamer from COLOMBO is definitely reserved.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transit)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong about	Leave SINGAPORE about	Due at Marseilles about	Due at London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailings etc., apply to:

H. V. D. PARR,
Superintendent.

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS.
S. S. CHINA
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
SUNDAY, JAN. 27th, at 12 Noon—APRIL 10th, 1918.
AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.
O. H. RITTER, Freight and Passenger Agent,
Princes Buildings, Lee House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
FROM HONGKONG: Connecting with FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to

THE BANK LINE LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)
JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

THE BANK LINE LTD.
General Agents.

Or to Beis & Co., Canton.

THE MEDICAL OFFICER.

WORK OF THE DOCTOR AT THE FRONT.

HIS UNENDING DUTIES.

Everyone knows something of the work of the doctor at the front, of the day and night toil in Advanced Dressing Stations, of the big push, when the wounded come back in a continuous stream, of the wonderful surgery, of the elaborate sanitary work, of the travelling laboratories, of the testing of all water before it is drunk, of all that labour which has kept great armies healthy and free of epidemics, though fighting under conditions which in the past would have swept them away with disease. But this work has already begun in the training camps at home. There the men have learnt some of the simple rules of health, how to avoid the conditions which cause disease, and how to care for themselves under the rough life and harder work of the army. They have lived under the continual care of their medical officers. But let us see the medical officer of a battalion at work on his daily camp routine.

It is 8 o'clock in the morning, and he is sitting at a table in the cubicle of one of the long iron huts. There is a shelf with bottles along one side. The attendant "sick orderly" calls out, "A" Company. The duty N.C.O. of the company steps forward and hands in his sick report. On it are the names of all those men who before early morning parade that day had answered his call of "Anyone going sick?" and against their names are written their length of service, religious and the numbers of their huts. At the end are two columns still to fill in, one for the diagnosis, the other for disposal. The first man's name is called.

"Well," says the doctor, "What's wrong with you?"
"Heart feels a bit queer, sir," says the man.
"Take your coat off."

THE FIRST CASE.

The man's heart is tested with a stethoscope and he steps out and falls in again with the men of his company. "Mean-while the doctor has entered D.A.H. (disordered action of the heart) in the first of the vacant columns and "three days light duty coming up re-examination."

The second on the list steps in. He should have gone on a route march, but suddenly developed illness.

"What's the matter with you?"

"Pain in the back, sir."

The doctor looks at him. "Take those pills and go on duty at once." The man steps out, looking very ill pleased, and the doctor writes "medicines and duty" against his name.

The next case is obviously ill. He is feverish and breathing with difficulty. But when asked the usual question he answers, "Bit of a cold, sir."

"When did you feel this coming on?"

says the doctor.

"On Tuesday, sir."

"Why didn't you report sick before?"

"I thought it was nothing, sir."

"You should not think. You ought to have come before."

He examines the man, calls in the orderly and writes, "pneumonia" and "hospital" in the two columns.

AN ACCIDENT.

The next case is an accident. The man had been cutting bread with a patent bread cutter and got his fingers where the

THE CHINA MAIL.

bread should have been.

He utters the handkerchief that is round it and shows a jagged rough cut.

"Nasty place," says the doctor. "Want to be careful with it."

"Yes, sir."

"Go to the orderly. He will wash and bandage it for you. You are excused duty. Come again to-morrow and be very careful."

The doctor signs the report for "A" Company. It is given to the duty N.C.O. and he marches his men back to the company lines—all but the pneumonia case. He has already gone to hospital. "B" Company follows "A" and between nine and half past all the patients have been seen. But the doctor is still only at the beginning of his day. There are a hundred men chosen for the next draft overseas who all have to be medically examined and passed as fit before they can be sent.

There are duties at the camp hospital, and there is a lecture to be delivered to recruits on personal cleanliness, on hygiene, on the care of the feet after route marching. It is a full day, but in the course of such full days as these the doctor comes to know his men—the men who will hardly confess to being ill; the men who make nervously much of little, the men who can usually find something the matter with themselves if there is a duty they would escape. He knows the type as well as he knows the symptoms of illness.

THE DAY OF ANXIETY.

His day of anxiety comes when one morning a man reports sick with an infectious disease. The sending of him to the Isolation Hospital is only the beginning of the work. His hut is cleaned and disinfected. The men who share it with him are sent for at once, examined, and put in quarantine. They can attend no parades but will do such drills as they can among themselves, for their training must go on. The camp, the dining hut, all the places where other men go are forbidden them. Their meals are carried to their door. If the distance is dangerous, they do not stay in their own hut but are sent into an isolation camp at some distance from the main camp and there they have their own kitchen and do everything for themselves. Every precaution is rigorously and promptly taken. Nowhere is infectious disease more quickly attacked than in a camp; for nowhere can it be more dangerous.

The medical officer's duties do not end with the daily care of the health of his battalion. There are periodical courses to be given to officers and men on sanitation. There are men detailed for the water cart to be drilled in the uses, there is the instruction in first aid and stretcher work. There are many things for him to do, and more for him to supervise; if the battalion is to live healthily in its training camp and to go overseas well equipped for continuing healthy in the rougher makeshift life of billets and trenches.

KING EDWARD HOTEL.

Central Location.

Electric Lifts, Fans and Lighting.

European Bath and Sanitary Fixings.

Hot and Cold Water Systems throughout.

Best of Food and Service.

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TELEGRAPHIC ADDRESS:

"VICTORIA." J. WITCHELL, Manager.

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VINTURE AT THE HOTELS.

HONGKONG HOTEL.

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SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA,"

14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "VENEZUELA" WEDNESDAY, Jan. 30th, 1918.

S.S. "ECUADOR" WEDNESDAY, Feb. 27th, 1918.

These Steamers have the most modern equipment including overhead electric fans and electric lighting, ALL LOWER BERTHS and large comfortable Staterooms (All single and two berths only).

The Safety and Comfort of Passengers by our first-class service.

Special care is given to the children and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Tokyo Kisen Kaisha and the Canadian Pacific Ocean Services Ltd.

For further information, rates, literature, schedules etc., apply to COMPANY'S OFFICE in Alexander Building, Canton Road.

TELEPHONE 141.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$10,000,000

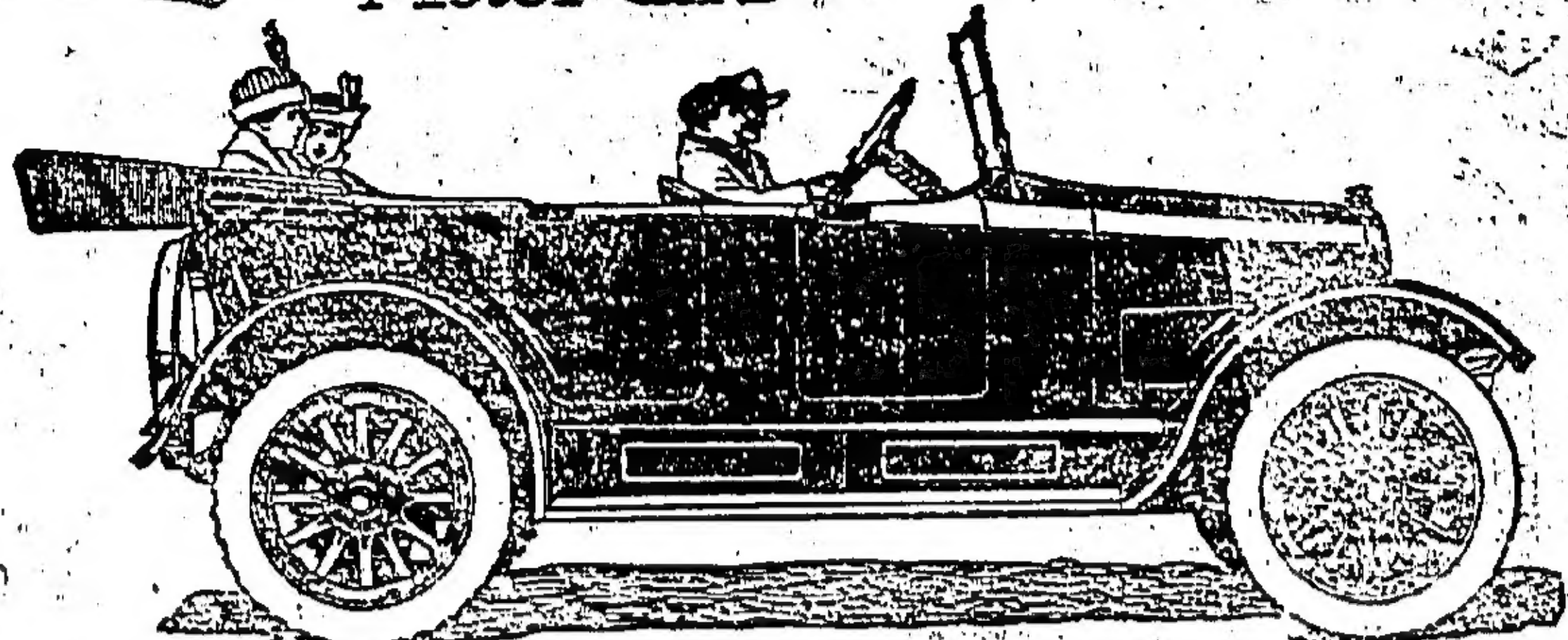
RESERVE FUNDS—\$15,000,000

STERLING—\$15,000,000

SILVER—\$15,000,000

RESERVE LIABILITY OF \$15,000,000

Willys-Overland Motor Cars



The Big Four
Touring Car

MEX. \$2,700.

Electric Lights
Electric Starter

Integrity of Value

In the Overland Big Four-cylinder touring car and the Overland Light Four-cylinder touring car, the luxurious and the practical are in proper balance to produce lasting satisfaction.

The Big Four is finished in a deep rich brown, while the colour of the Light Four is a beautiful shade of gray. These two models exemplify the remarkable values made possible by tremendous production.

Size does not of itself constitute greatness.

An industry is as great as its service to the public. But size does usually constitute opportunity for service.

In the case of Overland, size originally was an indication of foresight and courage.

It constituted an opportunity to establish new values in motor cars—this was a service.

Growth came as a reward of this service, and with growth came opportunity for further service—further revision of values.

Today's immensity means experience, facilities and resources, plus the public confidence, which gives these things stability for yet greater service.

The Willys-Overland ideal of service is integrity of value in the product throughout the whole life of that product's service.

The Willys-Overland Motor Cars which we have to show you exemplify this ideal and constitute the most comprehensive range of models ever built by any one motor car producer.

A Wide Range of Models

Big Four-Cylinder Overland

5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
3-Passenger Touring Sedan

Light Four-Cylinder Overland

5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
3-Passenger Touring Sedan

Light Six-Cylinder Overland

5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
3-Passenger Touring Sedan

Willys-Knight Models

7-Passenger, Four-Cylinder Touring Car
4-Passenger, Four-Cylinder Coupe
7-Passenger, Four-Cylinder Touring Sedan
7-Passenger, Four-Cylinder Limousine
7-Passenger, Eight-Cylinder Touring Car

C. LAURITSEN, DRAGON MOTOR CAR CO.

The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Motor Cars
and Light Trucks

THE CALENDAR.

MEMO. FOR TO-DAY.

9 p.m.—Court Cards at the Theatre.

MEMO. FOR TO-MORROW.

4 p.m.—Distribution of Prizes at St. Joseph's College.

GENERAL MEMORANDA.

Monday, Jan. 25—

6.30 p.m.—Meeting of Members of St. George's Society.

Tuesday, Jan. 26—

Hongkong Stock Exchange Settlement Day.

Company Meetings—

11.30 a.m.—West Point Building Co.

11.45—Hongkong Central Estate, Ltd.

12 noon—Hongkong Land Investment Co.

12.15 p.m.—Hongkong Land Reclamation Co.

2.30 p.m.—Auction of Teakwood and Blackwood Furniture &c. at Messrs. Hughes & Hough's.

9.15 p.m.—First performance of Horace Goldin at Victoria Theatre.

Wednesday, Jan. 30—

9.15 p.m.—Concert at Helena May Institute.

Thursday, Jan. 31—

Noon—Prize-giving at the Diocesan School by H.E. the Governor.

Friday, Feb. 1—

Noon—Prize-giving at Bellfield Public School.

2.30 p.m.—Auction of Chinese Porcelain, Carica &c. by Hughes & Hough, at Old Post Office Building.

Saturday, Feb. 2—

2.15 p.m.—Formal opening of Tatum Tuk Reservoir.

2.15 p.m.—Concert at Theatre Royal by A. Mirovitch and M. Piastro.

Sunday, Feb. 3—

12 noon—Prize-giving at Ellis Knickerbocker School.

Wednesday, Feb. 6—

Prize-giving at Queen's College.

Thursday, Feb. 7—

2.15 p.m.—Concert at Theatre Royal by A. Mirovitch and M. Piastro.

Monday, Jan. 11—

Chinese New Year.

Monday, Feb. 25—

Hongkong Jockey Club Races.

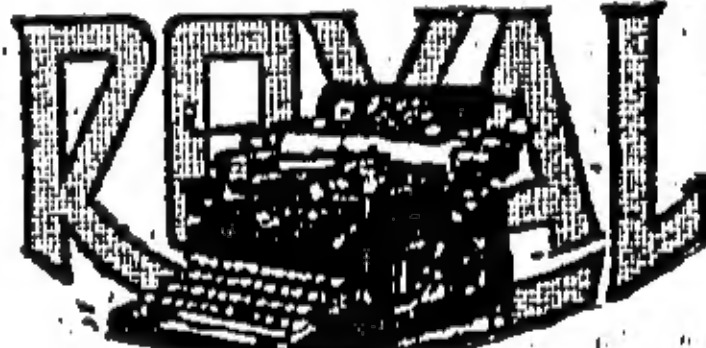
Tuesday, Feb. 26—

Second day of Races.

Wednesday, Feb. 27—

Third day of Races.

"Compare the work"



The Typewriter of Triple Service—

Letter Making.

Card Typing.

Billing.

all in one.

More work with less effort.

ALEX. ROSS & Co.,

4, Des Voeux Road Central.

EXCHANGE.

Hongkong, January 25, 1918.

On London—

Bank Wire ... 2/11

" On demand ... 2/11

" 30 days sight ... 2/11

" 4 months sight ... 3/4

Credit, 4 months sight ... 3/4

Documentary, 4 months sight ... 3/4

On Paris—

On demand ... 403

Credit, 4 months sight ... 418

On New York—

On demand ... 70 1/2

Credit, 60 days sight ... 70 1/2

On Bombay—

On demand ... nom.

On Calcutta—

On demand ... nom.

On Hongkong—

On demand ... nom.

On Shanghai—

On demand ... nom.

On Yokohama—

On demand ... nom.

Gold Loan, 100 fine (per ton) ... 45

Silver, (per ton) ... 43 1/2

Bar Silver in Hongkong ... 44 1/2 p.m.

Chinese Copper Cash ... 1 1/2 p.m.

Chinese Copper Cents ... 7 1/2 p.m.

Rate of Native Interest ... 7 1/2 p.m.

Chinese Bank Notes ... 7 1/2 p.m.

Hongkong Bank Notes ... 7 1/2 p.m.

'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS-
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME; AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

Temperature.

Hongkong, January 25, 1918.

Barometer—9 A.M. ... 30.12

Do 1 P.M. ... 30.10

Do 4 P.M. ... 30.10

Thermometer 9 A.M. ... 58

Do 1 P.M. ... 58

Do 4 P.M. ... 58

Do (Wet bulb) 9 A.M. ... 50

Do (Wet bulb) 1 P.M. ... 54

Do (Wet bulb) 4 P.M. ... 54

Do Maximum (over night) ... 59

Do Minimum (over night) ... 50

SOMETHING TO REMEMBER.

IN buying a cough medicine for children, bear in mind that Chamberlain's Cough Remedy is the best for colds, croup and whooping cough, and that it contains no harmful drugs. For sale by all Chemists and Storekeepers.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide-gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lemon Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

January 25th to February 1st, 1918.

HIGH WATER				LOW WATER			
Day	Time	Height	Time	Day	Time	Height	Time
Jan. 25	5.10	6.4	5.10	Jan. 26	5.10	6.4	5.10
" 26	5.12	6.4	5.12	" 27	5.14	6.4	5.14
" 27	5.15	6.4	5.15	" 28	5.17	6.4	5.17
" 28	5.18	6.4	5.18	" 29	5.20	6.4	5.20
" 29	5.21	6.4	5.21	" 30	5.23	6.4	5.23
" 30	5.24	6.4	5.24	Feb. 1	5.26	6.4	5.26
Feb. 1	5.27	6.4	5.27				

HONGKONG REGISTER.

Previous day	On date at 5 p.m.	On date at 8 p.m.	On date at 11 p.m.
Barometer	30.10	30.17	30.15
Temperature	57	52	55
Humidity	44	50	50
Direction of Wind	S	E	E
Force	4	6	4
Weather	C	C	C
Rain	0.00	0.00	0.00

Highest speed of wind on the 25th—30 m.p.h.

Lowest speed of wind on the 25th—10 m.p.h.

T. F. CHAMBERLAIN, Director.

Hongkong Observatory Jan. 25, 1918.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

HONGKONG POLICE RESERVE.

Orders issued by Mr. F. C. Jenks, D.S.P. (R.).

PARADES, CHINA, 5.30 P.M.

The following units will parade under the D.S.P. at Central Station on the dates mentioned. Helmets to be worn. Inspectors will carry swords.

Monday, January 28th—Whole of No. 1 Company.

Wednesday, January 30th—Whole of No. 2 Company.

Thursday, January 31st—Whole of No. 3 Company and Ambulance (with stretchers).

As these parades are ordered in connection with the inspection, members are requested to refrain from applying for exemption under D.O. 87 of mounted section.

Parade at Stables at 5.30 p.m. on January 30th and February 1st.

All ranks of No. 2 Company who have not yet filed Part I are ordered to attend at Blake Street at 9 a.m. sharp on Sunday next, the 27th instant.

By Order,

T. F. Hovell,
A.S.P. (R.) and Adjutant

WEATHER REPORT.

January 25th, 12.10 a.m.—No returns from Japan and Vladivostok.

The anticyclone has increased in intensity and pressure increased slightly to moderately along the east and south coasts of China; it has decreased slightly over Annam and the Philippines.

Strong monsoon will prevail along the China Coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.00 inches, against an average of 0.84 inches.

Forecast for the 24 hours ending at noon on the 26th January—

1.—Hongkong to Gap Rock: N.E. gale, moderating; fine.

2.—Formosa Channel: Northerly gale.

3.—South coast of China between Hongkong and Lantau: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS.

The following Table shows the Standard Time at which Official Night ends and begins during the month of Jan., 1918—

Date	Ends	Begin
Jan. 25th	6.53 a.m.	9.18 p.m.
" 26th	6.52 "	9.19 "
" 27th	6.52 "	9.20 "
" 28th	6.51 "	9.21 "
" 29th	6.51 "	9.22 "
" 30th	6.51 "	9.23 "
" 31st	6.51 "	9.23 "

POST OFFICE NOTICES.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bagdad, Ethiopia, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

LOCAL AND REGULAR MALES OUTWARD.

For	Week-Days	Sundays & Holidays
Tai O	6.00 P.M.	9.10 P.M.
Tai Po	10.00 A.M.	9.30 A.M.
Cheung Chow	2.30 A.M.	3 P.M.
Shantankok, Shatin and Shinghai	4.00 P.M.	—
Aberdeen, Aitau, Ping Shan, Sai Kung, Santin, Stanley	4.30 P.M.	—
Canlon, Samui, Regis 5 P.M.	5.00 P.M.	—
and Wuchow	5.00 P.M.	—
Macao	7.15 A.M.	9.00 A.M.
Kongmoon	8.00 P.M.	5.00 P.M.
Nampan and Sannet	5.00 P.M.	5.00 P.M.
Shamshun	10.00 A.M.	9.00 A.M.

FROM SHEUNGWAN WESTERN BRANCH P.O.

For	Week-Days	Sundays & Holidays
Macao	7.30 A.M.	7.30 A.M.
Canton	1.30 P.M.	1.30 P.M.
Tai Ping	7.30 P.M.	7.30 P.M.
Tung	8.30 P.M.	8.30 P.M.
Shek K	9.30 P.M.	9.30 P.M.
Kongmoon	8.00 P.M.	8.00 P.M.
Kumchik	8.00 P.M.	8.00 P.M.
Bankook	8.00 P.M.	8.00 P.M.

Except Saturdays.

In the case of Mails closing before 8 a.m. Registration closes at 5 o'clock on the previous evening.

CURE THAT COUGH.

WHEN you have a troublesome cough, it does not mean that you have consumption or that you are going to have it, but it does mean that your lungs are threatened, and it is just as well to be on the safe side and take Chamberlain's Cough Remedy before it gets into the lungs. For sale by all Chemists and Storekeepers.

SHARE REPORT.

JANUARY 25TH, 1918.

Stock and paid up value.	Quoted 11.30 A.M.	Last Dividend and date.	Approximate Return based on last year's div.
BANKS.			
Hongkong & Shanghai	102 1/2	Interim of 2 1/2 p.a. 1917.	8 p.a.
MARINE INSURANCE.			
Castles	50 1/2	7 1/2 final making 8 1/2 p.a. 1918 and Interim of 1 1/2 p.a. 1918.	7 1/2 p.a.
Nat'l China	11 1/2	Final dividend of 1 1/2 p.a. making 3 1/2 p.a. 1918.	6 1/2 p.a.
Union	100 1/2	Final of 3 1/2 p.a. and bonus of 1 1/2 p.a. 1918 and Interim of 1 1/2 p.a. 1918.	7 1/2 p.a.
Yangtze	100 1/2	Final of 1 1/2 p.a. making 3 1/2 p.a. 1918 and special of 3 p.a. account 1918.	11 p.a.
FIRE INSURANCES.			
China Fire	100 1/2	3 1/2 and bonus 3 1/2 for 1918.	7 p.a.
Hongkong Fire	100 1/2	3 1/2 for 1918.	8 1/2 p.a.
SHIPPING.			
Douglas Steamships	100 1/2	Final of 3 1/2 p.a. 1918-1917.	19 1/2 p.a.
Steamboats	100 1/2	3 1/2 for 1918.	6 1/2 p.a.
Indo-China			
(Preferred)	25 1/2	Int. of 3 1/2 p.a. 1917.	6 p.a.
(Deferred)	25 1/2	Int. of 3 1/2 p.a. 1917.	19 p.a.
"Shell" Transport	21 1/2	3 1/2 final making 7 1/2 p.a. 1918 free of income tax Coupon 28.	8 1/2 p.a.
"Star Ferry"	10 1/2	3 1/2 div. and 30 cents to bonus for year ending 30-4-17.	7 1/2 p.a.
REFINERIES.			
China Sugar	100 1/2	3 1/2 for 1918.	14 1/2 p.a.
Malayan Sugar	100 1/2	3 1/2 for 1918.	14 1/2 p.a.
MINING.			
Kailash	100 1/2	Int. div. of 1 1/2 p.a. free of income tax making 10 1/2 p.a. 1918-1917 coupon No. 9.	7 p.a.
Lopbachi	100 1/2	Int. 1 for 1918.	8 1/2 p.a.
Rainbow	100 1/2	1 1/2 interim making 4 1/2 p.a. 1917.	15 p.a.
Trench Mines	100 1/2	3 1/2 for 1918.	15 p.a.
Ural Caspian	100 1/2	3 1/2 for 1918.	15 p.a.
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves	100 1/2	3 1/2 div. and 3 1/2 bonus making 10 p.a. 1917.	30 p.a.
H.K. & Whampoa Docks	100 1/2	Interim of 3 1/2 p.a. 1917.	34 p.a.
Shanghai Docks	100 1/2	3 1/2 for year ending 30-4-17.	13 p.a.
HOTELS, LANDS AND BUILDINGS.			
Hongkong Hotels	100 1/2	3 1/2 a/c half year ended 30-6-17.	64 p.a.
Central Hotels	100 1/2	3 1/2 a/c 1917.	74 p.a.
Hongkong Lands	100 1/2	Final of 3 1/2 making 8 1/2 p.a. 1917.	7 1/2 p.a.
Hampshire Estates	100 1/2	30 cents for 1918.	8 1/2 p.a.
Kowloon Lands	100 1/2	3 1/2 for 1918.	6 1/2 p.a.
West Point	100 1/2	Final of 3 1/2 making 8 1/2 p.a. 1917.	7 1/2 p.a.
Shanghai Lands	100 1/2	5 1/2 a/c half year 30-6-17.	7 1/2 p.a.
COTTON MILLS.			
Ewas	100 1/2	3 1/2 for year ending 31-10-17.	5 1/2 p.a.
Shanghai Cottons	100 1/2	3 1/2 a/c year ended 30-6-17.	6 p.a.
Kung Yik	100 1/2	3 1/2 for 1917.	13 p.a.
Yangtze	100 1/2	3 1/2 for 1917.	13 p.a.
Oriental	100 1/2	3 1/2 for 1917.	13 p.a.
MISCELLANEOUS.			
Corn-Borneo	100 1/2	60 cts. for 1918.	9 1/2 p.a.
Libb & Powers	100 1/2	3 1/2 for year ending 23-10-17.	9 1/2 p.a.
Chao-Prudhoe	100 1/2	3 1/2 for year ending 31-10-17.	13 p.a.
Green Islands	100 1/2	30 cents for 1918.	11 p.a.
Hongkong Electric	100 1/2	3 1/2 a/c 1918/17 Bonus 75 cents.	6 1/2 p.a.
Hongkong Ice	100 1/2	3 1/2 interim a/c 1917.	7 1/2 p.a.
Hongkong Ropes	100 1/2	1 1/2 interim a/c 1917.	10 p.a.
Hongkong Tramways	100 1/2	61 cents for 9 1/2 p.a. 1917.	9 1/2 p.a.
H.K. Steel Foundry	100 1/2	3 1/2 a/c year 31-5-17.	15 p.a.
Peak Tramways	100 1/2	7 1/2 for 1918/1917.	7 1/2 p.a.
Steam Laundry	100 1/2	35 cents for year 31-5-17.	11 1/2 p.a.
Union Waterboats	100 1/2	3 1/2 for 1918.	6 p.a.
Waiwan	100 1/2	10 cents for 1918.	10 p.a.
William Powell	100 1/2	50 cents for 1918/1917.	10 p.a.